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## Transportation and Communication

*Freight Classification.* By E. R. DEWSNUP. *Routing Freight Shipments.* By J. F. MORTON. *Reducing Freight Charges to a Minimum.* By J. T. STROMBECK. *Freight Claims.* By WILLIAM T. TRIMPE. Interstate Commerce and Railway Traffic Series. (Chicago: La Salle Extension University. 1913. Pp. 304; 27; 68; 62.)

These pamphlets put into form for convenient study much information of value to all persons who have to do with shipping and handling of freight. They were designed for students in the commerce course at the university.

*Freight Classification* consists of three pamphlets. The first deals with the application of classifications and exceptions. It shows the evolutionary process by which the present three great interstate classifications have been developed; the boundaries of the application of each of these classifications; the forces that have been operating for many years tending toward uniformity; and the progress that has been made to that end. The author believes that the inconvenience of the present diversity of classification has been overestimated. He loses sight, apparently, of the great difficulty under which carriers are laboring in an effort to build up a consistent rate structure over a whole country, subject to the same regulative authority, which will permit the free movement of traffic from one part of the country to another. It is now next to impossible to construct a tariff of through class rates between Central Freight Association territory and points in Southeastern Freight Association territory that does not violate the sum-of-the-locals provision of the fourth section of the Act to Regulate Commerce. The trend toward a uniform classification that will obliterate association boundaries will simplify the tariffs and the work of tariff builders, and is one that should be accelerated by all reasonable and proper means.

The second part of Professor Dewsnap's treatise is devoted to a comparative study of the rules of classification. The rules of Western Classification No. 51, of Official Classification No. 39, and of Southern Classification No. 39, are laid side by side, and their practical effect upon freight charges and methods of shipment compared. The third part is a discussion of the principles of freight classification and of rate theory. The value-of-service theory of rate making, as compared with the cost-of-service theory, is here discussed, with many references to the decisions of the

Interstate Commerce Commission and of the courts. The appendices contain a directory of territorial and technical traffic terms and abbreviations, and give in semi-tabular form the application of state classifications and the interterritorial application of intrastate classifications.

*Routing Freight Shipments* considers briefly the object and importance of routing shipments in such manner as to secure the most economical, expeditious, and satisfactory service. The importance of knowing the character and number of the transfer points through which a shipment will pass, as a guide in routing shipments to a destination, is probably the salient feature.

*Reducing Freight Charges to a Minimum* discusses the methods of packing goods in order to secure the safety of the article, the lowest classification, and a minimum of dead or tare weight (ch. 1); the description and classifying of freight in such manner as to take all proper advantage of the list of exceptions to the classification (ch. 2); weights and their relation to freight charges, (showing how the actual weight of the car used may be less or greater than the stenciled weight), what foreign matter may be contained in the car, the necessity of anticipating shipments in order to secure cars of the proper capacity, the necessity for making the proper allowance for dunnage and for preservatives shipped with perishable goods (ch. 3); and miscellaneous means of reducing freight charges (ch. 4).

*Freight Claims* is a discussion of the method to be pursued in securing the payment of claims against carriers which arise in connection with the handling of freight; cases of total loss of shipment; partial loss; damage to a shipment; overcharges; showing in each case (a) by whom the claim must be presented, (b) documents that must be filed in support of the claim, (c) certain guides to determine the amount of the claim.

HENRY THURTELL.

#### NEW BOOKS

ALLEN, E. A. *Our canal in Panama.* (Cincinnati: U. S. Pub. Co. 1913. Pp. 432, illus. \$1.50.)

BRADLEY, G. D. *The story of the pony express; an account of the most remarkable mail service in existence, and its place in history.* (Chicago: McClurg. 1913. Pp. 175. 75c.)

DECOMBLE, C. *Les chemins de fer transpyrénéens: leur histoire diplomatique, leur avenir économique.* (Paris: Pedone. 1913.)